

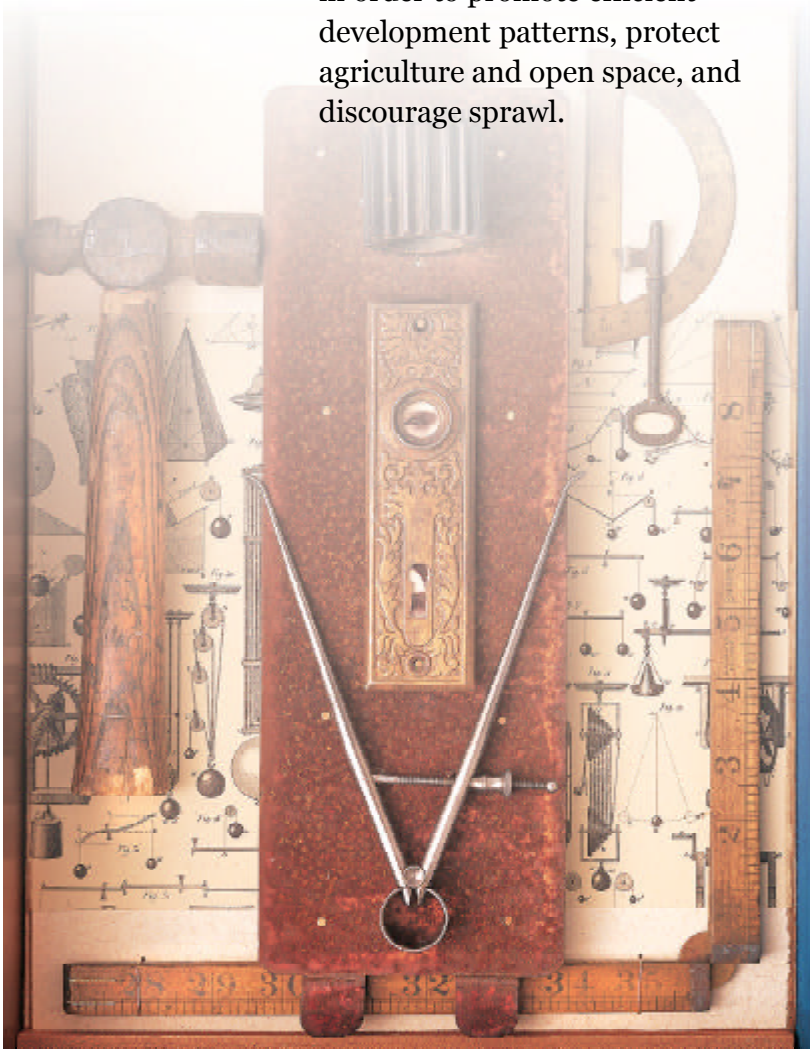
Introduction

Using this document

The Strategies for State Policies and Spending will be used to guide State agency operating and capital budget requests. With these policies as a guideline, state government will make appropriate, cost effective investments in all areas of the State in order to promote efficient development patterns, protect agriculture and open space, and discourage sprawl.

This document is intended for a diverse audience, and will be used by State Agencies, local governments, and citizens. The various chapters are organized around topic areas, and tabbed for ease of access. It is hoped that this approach will make this document accessible to the wide range of Delawareans who will use it.

It is important to note that none of the maps contained within this document are “parcel-based”, so it is still necessary to thoroughly investigate the constraints of particular land parcel, even though they may be contained in the one of the growth oriented investment levels of the Strategies for State Policies and Spending. It is equally important to note that while this document and map series directs State investments, it is not a land use plan. In Delaware, the State has delegated land use authority to the local governments. Any land development activity must meet all of the relevant local codes and ordinances.



Introduction

Purpose:

This five-year update of the **Strategies for State Policies and Spending** builds on the groundwork laid in 1999 by the Cabinet Committee on State Planning Issues. The document is a result of extensive coordination with local governments and state agencies to determine which areas are most prepared for growth and where the state can make the most cost-effective investments in roads, schools and other public facilities and services.

In 2001, Governor Ruth Ann Minner announced her Livable Delaware agenda, which embraced the 1999 efforts but determined to make them real. Her first initiative was Executive Order 14, which called on state agencies to implement the **Strategies for State Policies and Spending** by reviewing their budgets, programs and policies and aligning them with the principles of Livable Delaware.

Those principles are:

1. Invest taxpayers' dollars efficiently while slowing sprawl
2. Preserve farmland and open space
3. Encourage infill and redevelopment that avoids greenfields
4. Facilitate attractive affordable housing
5. Preserve our quality of life through sustainable development



Introduction

Landmark Achievements since 2001

Since 2001, landmark legislation and policy changes have begun to change how and where development occurs in Delaware. Among those changes:

- **House Bill 255**, enacted in 2001, requires local governments to adopt comprehensive plans showing future growth areas before they can annex. They also must complete a plan of services detailing how and when services will be provided to the annexed parcel (i.e. sewer, utilities, police). The law also requires local governments to rezone within 18 months of adopting those comprehensive plans, ensuring that the plans provide predictability to residents, developers, and the state as it weighs where to make investments. The state has provided almost \$300,000 in financial and technical assistance, and more than 90% of our 57 municipalities are engaged in some stage of updating or developing their plan.
- **House Bill 192**, passed in 2001, changed the formula for open space acquisition via realty transfer tax revenues. The change made \$9 million a year available for open space acquisition and another \$1 million for stewardship of acquired lands, plus additional funds for greenways grants. With that expected cash flow, the state is able to preserve more strategic parcels over multiple years, such as Cooch's Bridge near Newark, the site of Delaware's only Revolutionary War battle, which was threatened by encroaching development and traffic.
- **Senate Bill 65**, passed in 2003, overhauled the Land Use Planning Act, replacing it with the Preliminary Land Use Service (PLUS). Before the change, state agencies often weighed in at the 11th hour with their review and comments on development projects – too late to influence the project. Now the state's review has moved to the front end of the application process – before the developer has made a significant investment and in time to suggest changes that will improve traffic circulation, minimize environmental impacts, and create a more livable development. Under the new law, the state's review includes residential subdivisions.
- **Senate Bill 183**, enacted in 2001, enabled the Delaware Economic Development Office's Strategic Fund to be used for matching grants for brownfields assessment and cleanup. Since 2001, we have multiplied by 6 the amount of funds available for these matching grants (now \$100,000 from DEDO and up to \$50,000 from

Introduction

Landmark Achievements since 2001

The Department of Natural Resources and Environmental Control). Cannery Village, which transformed an abandoned cannery into a mixed commercial and residential development in Milton, was the first recipient of those enhanced grants.

- The **Office of State Planning Coordination** (State Planning Office) has evolved into a more hands-on, consultative agency with certified planners dedicated to each county and its municipalities. The Office's partnership with the University of Delaware Institute for Public

Administration leverages the resources available to help Delaware's local governments plan thoughtfully and comprehensively.

- To help communities preserve their local character and require higher quality design and planning from developers, The Conservation Fund and the State Planning Office produced a guidebook, **"Better Models for Development in Delaware,"** with the assistance of a volunteer committee and funding from the Department of Natural Resources and Environmental Control. The guide will provide communities with tools to plan and design more attractive commercial and residential developments that consume less land.
- Investments in **Delaware's GIS mapping capabilities** and high-resolution aerial photography have enabled the state to pinpoint the level of growth that is occurring throughout the state and display multiple layers of land-use information to planners and the public. All three counties now have digital parcel map data available to help them plan more effectively.



Introduction

Public Outreach and Comments

A total of 7 public meetings – 2 in each of Delaware’s 3 counties, and 1 in the city of Wilmington – were held to accept comments on the Strategies for State Policies and Spending Text and Maps. Comments were also accepted in writing at the meetings and through an on-line form.

During the update process the State Planning Office consulted with state agencies, county governments, municipal planning organizations, and local governments for their comments on the document. While gathering data, the state consulted comprehensive plans which are state certified as well as those currently in the state review process.



“We need to pursue a strategy that will keep sprawl in check, reduce traffic congestion, strengthen our towns and cities, and protect our huge investment in roads, schools, and other infrastructure. I propose to call it *Livable Delaware*.”

— Governor Ruth Ann Minner (March 2001)

Introduction

Why work toward a more Livable Delaware?

Delaware is changing rapidly both in population numbers and where people live. Should the state of Delaware be concerned about land use planning? After all, land use decisions are a local matter – aren't they? Actually "no", they're not really just a local matter.

Though land use decisions are made by local jurisdictions (municipal and county) the impact of each Delawarean's decision of where to live affects us all statewide. The affect can be felt both fiscally as taxpayers, and in the livability of our state.

Unlike most other states, Delaware provides many of the services and a great deal of infrastructure throughout the state. State government

provides social services, prisons, roads, transit, the largest police force in the state, approximately 70% of school funding, 50% of library construction funding and 60% of paramedic funding. The cost of providing these services is greatly affected by our pattern of land use change. In general, the more spread

out we are, the more costly it is for taxpayers. Thus, for the state to allocate resources efficiently, we need to determine a clear path to our goal. Comprehensive Plans are the best available tool for setting our path and determining where to make investments.

We also need to be concerned about current land use trends and their impacts. The predominant pattern in Delaware is large-lot housing developments which are disconnected from other developments and needed services. Additionally, household sizes are shrinking. The consequences, possibly unintended, of this development pattern are:

- Limited housing options that may not be responsive to the future needs of an aging population
- Fewer people consuming larger amounts of land, much of it farmland and open space
- Housing costs that seem cheaper in new suburban developments, but transportation costs (gas, extra cars, maintenance) which are greater and offset the housing cost savings



Introduction

Why work toward a more Livable Delaware?

- Road congestion due to increased commuting which also means less personal time and more stress from dealing with traffic
- Higher costs to taxpayers for new infrastructure to support sprawling, low density development¹
- Increased emergency response times
- Polluted air – with much of Delaware a non-attainment area for safe ozone levels, there is a possibility of serious ramifications such as increased health costs, higher cancer rate and fewer federal funds

These patterns along with population trends are of concern to the state because they put unnecessary strain on our fiscal and natural resources. We can not afford for this trend to continue. Approved housing developments will already meet the demand for those desiring a low density/large lot suburban life-style. We need other development choices that will be relevant to current and future populations.

Given the above trends, it is clear that we need to plan. The next question is, “How do we plan?” Because state and local governments have different, yet intertwined

responsibilities, the answer is that we need to plan together as partners.

Because state government doesn’t make direct land use decisions, what should the state’s role be in this matter? In essence, the state must lead in assuring that development decisions are made cooperatively between all levels of government. The state, local governments and neighboring jurisdictions all need to work in the interest of the common good. The intention of the *Strategies for State Policies and Spending* and Livable Delaware initiatives is to look at our expectations, define a vision, and work towards our goals in collaboration with all levels of government.

¹ Natural Resources Defense Council. (1998). *Another Cost of Sprawl: The Effects of Land Use on Wastewater Utility Costs*. www.nrdc.org/cities/smartGrowth/cost/costinx.asp.

History of Planning Concerns in Delaware



Delaware establishes a State Planning Council, charged with developing a Preliminary Comprehensive Development Plan, detailing the most desirable pattern of land use, and defining a transportation plan, open space plan, and public facility plan for the state.

1959

The Delaware State Planning Office submits its 1967 Preliminary State Comprehensive Development Plan to Governor Charles L. Terry, Jr. The plan contains a generalized land use map for the entire state, and seven goals: Concentrate urban development, preserve agricultural and open land, maximize utility of major highways through controlled access, encourage mass transportation, provide health, welfare and educational services, provide urban services in development areas and encourage growth of non-polluting industries.



1968



The Delaware Tomorrow Commission, created by Gov. Sherman Tribbitt, issues its report. Their goals included discouraging sprawl, preserving farmland and the use of existing industrial sites. They concluded that a supplement was needed to the Coastal Zone Act (1971) to control industrial uses in coastal areas with a comprehensive statewide land use planning act

1976

The Intergovernmental Task Force, created by Gov. Pierre duPont reviews and examines the delivery of services (excluding education) by each level of government to determine the most cost effective method of delivery. The Task Force suggests reforms in several areas.



1979



The Environmental Legacy Committee submits "Shaping Tomorrow's Environment Today," to Gov. Michael Castle. The report led to the passage of the Quality of Life Act, requiring regular revision of county comprehensive land use plans.

1987

Gov. Thomas Carper establishes the Cabinet Committee on State Planning Issues, which begins public outreach efforts to create a vision for Delaware in the 21st Century.



Ruth Ann Minner served as Lt. Gov. during this administration.

1994

- Gov. Carper appoints Dave Hugg III as to lead the Office of State Planning Coordination and staff the Cabinet Committee on State Planning Issues.
- Gov. Carper unveils the \$220 million 21st Century Fund investment strategy using funds from the New York State abandoned property settlement. The Legislature supports his proposal of improving education, economic competitiveness, revitalizing communities and preserving the environment. Between fiscal years 1994 and 1999 Delaware directs \$160 million to program areas related to land use.

- Gov. Carper adopts the Cabinet Committee's recommended 10 "Shaping Delaware's Future" goals.
- Gov. Carper signs the "Shaping Delaware's Future" amendment to the Quality of Life Act.



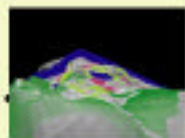
1995

- Gov. Carper amends the Land Use Planning Act to strengthen the state's commenting process on major development proposals. The Act also establishes the Office of State Planning Coordination, which helps provide timely land use planning comments to local governments. Gov. Carper also signs the Corridor Preservation Act protecting certain highways from development to preserve their capacity.

- The first county comprehensive plans are due as mandated by the "Shaping Delaware's Future" Act.

1996

History of Planning Concerns in Delaware, continued



- The State Planning Office creates the Delaware Geographical Information System with computerized layers to show how factors such as transportation, agriculture and employment districts interact.
- The "Choices for Delaware" growth summit is held and results in 11 pieces of proposed legislation.

1997

- The Delaware General Assembly establishes a \$116 million Infrastructure Investment Plan.
- Gov. Carper signs bills expanding the membership of the Advisory Panel on Intergovernmental Planning and Coordination, establishing a Delaware Geographic Data Committee, and strengthening planning at the town and city level.
- Responding to increased public interest in land use issues, the State Planning Office updates its website: <http://www.state.de.us/planning>.

1998



- The Delaware Strategies for State Policies and Spending document is approved by the Cabinet Committee for State Planning Issues.

1999

- The American Farmland Trust awards Delaware for leading the nation in the percentage of land permanently preserved with public funds.
- The General Assembly passes two land use bills, one making the transfer of development rights easier and another linking the adequacy of schools to residential land development in New Castle County.
- The Cabinet Committee awarded \$1,239,959 in infrastructure planning grants.



Ruth Ann Minner is elected as Delaware's Governor; the first woman to hold the office in the state's history.



2000

- Gov. Minner and Lt. Gov. John Carney unveil the Livable Delaware Agenda with Executive Order 14. The plan is a comprehensive strategy to direct growth where the state, county and local governments are most prepared for it in terms of infrastructure, services and thoughtful planning.
- Several key pieces of legislation pass regarding graduated impact fees, comprehensive plan implementation (HB255), annexation standards, brownfields development, the Livable Delaware Advisory Council and Open Space Funding restructuring.
- Lt. Governor John Carney serves as chairman of the Livable Delaware Advisory Committee.
- Gov. Minner appoints Constance Holland as the Director of the State Planning Coordination Office.
- Advisor Lee Ann Walling heads a summit for citizens on visual preferences in community design.

2001



More key Livable Delaware Legislation is passed.



2002

- The PLUS process bill is signed into law, allowing earlier interactions between developers and state interests.
- Brownfields legislation provides incentives for redevelopment of former industrial sites.
- An impressive 90% of Delaware municipalities are involved in some stage of the comprehensive planning process.
- A five year update is drafted for the Strategies for State Policies and Spending.

2003

Historical Actions

Review of Historical Planning Actions

1988 — Quality of Life Act

In 1988, the General Assembly passed the Quality of Life Act, which requires that each county develop and adopt a comprehensive plan and update it every five years. The Quality of Life Act requires that County Comprehensive Plans address the following: future land use; transportation sewer and water; conservation; recreation and open space; housing; intergovernmental coordination; historic preservation; economic development; and community design.

1995 — Shaping Delaware's Future

Cabinet Committee on State Planning Issues' Role in Growth Issues

Purpose and Code Provisions:

The Cabinet Committee on State Planning Issues is responsible for the orderly growth and development of the state, including recommending desirable patterns of land use, and the location of necessary major public facilities (§9101, Title 29, Delaware Code). To fulfill its responsibilities and guide the

allocation of state resources, the Cabinet Committee on State Planning Issues (CCSPI) instructed the Office of State Planning Coordination (State Planning Office), working with state agencies planners, to prepare a map and supporting strategies based on departmental plans and policies as well as the Shaping Delaware's Future goals.

Membership:

The Cabinet Committee on State Planning Issues includes the Secretary of Agriculture, the Secretary of Natural Resources and Environmental Control, the Secretary of Transportation and the Director of the Economic Development Office by official designation in the Delaware Code. Others may be added by the governor. Governor Minner has added her Livable Delaware Advisor (who serves as chairman), the Budget Director, the Secretary of Education, the Secretary of Finance, the Secretary of Health and Social Services, the Secretary of Safety and Homeland Security, the State Planning Director, and the Director of Housing. Staff support is provided by the State Planning Office working with member agency planning staff.

Historical Actions

Review of Historical Planning Actions

The State Planning Office, which staffs the Cabinet Committee on State Planning Issues, represents the state on significant land development issues. It provides coordinated comments on land use development proposals to local governments, landowners and developers. It explores innovative approaches to guiding the state's land development.

1996 — Municipal Planning Responsibilities

Municipalities are also required to plan by Title 22, Section 702 of the Delaware Code. The law requires them to adopt a comprehensive plan and review it every five years. According to the code a comprehensive plan is:

“...a document in text and maps, containing at a minimum, a municipal development strategy setting forth the jurisdiction's position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues.”

For municipalities with a population of more than 2,000, a comprehensive plan must also include:

“...a description of the physical, demographic and economic conditions of the jurisdiction; as well as policies, statements, goals and planning components for public and private uses of land, transportation, economic development, affordable housing, community facilities, open spaces and recreation, protection of sensitive areas, community design, adequate water and wastewater systems, protection of historic and cultural resources, annexation and such other elements which in accordance with present and future needs, in the judgment of the municipality, best promotes the



Historical Actions

Review of Historical Planning Actions

health, safety, prosperity and general public welfare of the jurisdiction's residents."

The History of Planning Concerns in Delaware

Just as the "suburbanization" of America began in the 1950s, so did Delaware's concerns about its effects.

Partly due to economic good fortune after World War II, Delaware surged in population and economic activity in the late 1940s and '50s. The affordability of automobiles and first homes prompted Delaware to build suburbia, a practice still continuing today.

Population growth, new businesses, and housing developments transformed Delaware's landscape. Insightful Delawareans questioned this fast-paced development. Through the years and various gubernatorial administrations, solutions were sought, land use planning reports were issued, and recommendations were made.

Starting with the State Planning Council in 1959, Delaware officials sought ways to manage growth. From its 1968 comprehensive plan to its 1976 Delaware Tomorrow Commission to its 1995 "Shaping Delaware's Future" goals, the state has tried, with varying degrees of success, to direct new development to already developed areas, to protect farmland and to maintain a high quality of life – all the while encouraging economic vitality.



Strategies

Strategies for State Policies and Spending ²

1. Direct investment and future development to existing communities, urban concentrations, and growth areas.
2. Protect important farmlands and critical natural resource areas.
3. Improve housing quality, variety, and affordability for all income groups.
4. Ensure objective measurement of long-term community effects of land use policies, and infrastructure investments.
5. Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
6. Encourage redevelopment and improve the livability of existing communities and urban areas, and guide new employment into underutilized commercial and industrial sites.
7. Provide high quality employment opportunities for citizens with various skill levels to retain and attract a diverse economic base.
8. Protect the state's water supplies, open spaces, farmlands, and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems.
9. Promote mobility for people and goods through a balanced system of transportation options.
10. Improve access to educational opportunities, health care and human services for all Delawareans.
11. Coordinate public policy planning and decisions among state, counties and municipalities.

These goals have been embraced by Governor Ruth Ann Minner's Administration, and form the foundation of her Livable Delaware Agenda.

² The full title of the original document was, "Shaping Delaware's Future: Managing Growth in 21st Century Delaware, Strategies for State Policies and Spending." This list reflects the revised goals as of October 30, 1998.

Strategies

Overall indicators of development concern

Growth's mix of benefits and difficulties have characterized the "suburbanization" of America since the 1950s, when urban citizens began an exodus from the traditional population centers to outlying areas.

Historically, the pace of change has been slower in Delaware; but recently, it has accelerated at a startling pace.

Here are a few indicators of that growth:

- Delaware's population increased by over 17% between 1990 and 2000.
- Most of that increase was in unincorporated areas, where population has more than doubled.
- Delaware's residential areas grew by over 15% between 1992 and 1997.
- Commercial and industrial uses increased by over 8% during that period.
- The Delaware Population Consortium predicts that 249,374 more people will call Delaware home by 2030. This more than 32% growth rate comes, in part, from people moving to Delaware, attracted by employment, quality of life, low taxes and prices, and by natural amenities in the coastal areas.³
- Over the 30-year span between 2000 and 2030, according to the Population Consortium's projections, Kent County⁴ will have grown by nearly 27%, New Castle County by over 22%, and Sussex County – the fastest growing county – by almost 65%.
- Households, the most prolific consumers of land, will grow significantly more than the population - over 38% between 2000 and 2030 – probably as a result of declining family size, greater longevity, and growing numbers of singles.
- Development pressure leads to an increase in the number of building permits issued by municipalities. For example, Georgetown issued an average of 20 to 30 building permits each year in the mid-1990s. In recent years, Georgetown has issued approximately 120 permits annually. In the Town of Milton, an average of 22 residential building permits were issued annually between 1990 and 2002, with a total of 98 permits issued in 2002.
- With people come vehicles. Both the total numbers of vehicles and the miles they are driven are increasing faster than the population is growing. According to the U.S. Census, Delaware's population increased by over 17% between 1990 and 2000 while the

³ 2003 Delaware Population Consortium numbers were used for this document.

⁴Please see the shaded box on page 19.

Strategies

Overall indicators of development concern

number of Delaware households owning one or more automobile increased by nearly 21% over the same time period. Average Annual Vehicle Miles Traveled doubled between 1980 and 2001, while Delaware's population increased approximately 32% between 1980 and 2000.



- DelDOT projects that, if current trends continue, vehicle miles traveled (VMTs) will increase at a rate nearly three times as fast as population growth.

The trend in Delaware has been toward growth in unincorporated areas outside towns. In 1960, Delaware's population was more evenly distributed between incorporated places (cities and towns) and unincorporated, rural areas. According to the 1960 census, more than 39% of Delawareans lived in towns and cities and almost 61% lived outside towns. By 1990, according to the U.S. Census, approximately 29% of Delaware's population lived in towns and cities.

This trend has continued. According to the 2000 census, the population in incorporated places has fallen to just over 27% of Delawareans. More than 72% of Delawareans now live outside town and city limits.

Note: Kent County has noted their objection to the use of the Delaware Population Consortium projections in this document. It is their formal position that the Consortium figures "do not accurately reflect the past, present, and future growth in Kent County." The perceived discrepancies in the population projections most likely reflect a combination of factors, including data sharing issues between the County and the Consortium, the methodology of the Consortium, and rapidly accelerating demographic trends not easily captured in population projection models. Staff from the County and the Population Consortium are collaborating to resolve any differences, and develop projections that accurately reflect growth in Kent County.

The spatial data analysis process which led to the development of the Strategies maps does not rely upon Population Consortium projections as an input. The Strategies maps will not be effected in any way should the Consortium revise its population projections for Kent County within the five year period covered by these Strategies.

The Absorption Analysis completed as part of this Strategies update has relied upon these projections. This analysis indicates that at a moderate residential density there are ample vacant developable land resources available in Kent County to accommodate expected residential growth between 2004 and 2030.

Legal Basis

The Legal Basis for the Strategies for State Policies and Spending

Summary

The Strategies for State Policies and Spending provides a policy framework for planning in Delaware. Developed by the Cabinet Committee on Planning Issues, to fulfill its directives under Title 29, Chapter 91 of the Delaware Code, the strategies provide a framework for the infrastructure and service investments by state agencies. The strategies also provide overall regional planning guidance for counties and local jurisdictions, and are based largely on local desires and planning efforts which were enabled and required by Titles 9 and 22 of the Del. C., and certified by the state as directed by Title 29, Chapter 91 of the Del.C.

The Strategies for State Policies and Spending:

This document outlines strategies that will guide state decisions about growth. The Delaware Code (Title 29, Chapter 91) creates the Cabinet Committee on State Planning Issues (CCSPI) to advise the governor on land use planning, growth, and infrastructure investment policy issues.

To achieve this objective, the Cabinet Committee, through the State Planning Office, developed this

document to provide policy guidance for state activities, and to serve as a framework for the plans and actions of local governments.

The Cabinet Committee defined two fundamental policies to guide these strategies and achieve Livable Delaware goals:

1. State spending should promote quality, efficiency, and compact growth
2. State policies should foster order and resource protection, not degradation.

Because Delaware is small, the state government provides a broad range of public services and infrastructure, including nearly 90% of the public roads, the largest police force in the state, funding for schools, grant and loan funding for water and sewer plants, and a broad range of human and social services. Where and how growth occurs is critically important to the ability of the state to provide these services efficiently and cost effectively. Nationwide, countless studies⁵ have shown that compact growth (development that occurs in a compact pattern, near existing infrastructure and services) provides a much more cost effective and efficient development pattern that consumes less land.

⁵ See Appendices for list of studies consulted.

These strategies will guide the investments made by state agencies, and ensure that those public investments are efficient, equitable, and promote compact growth and resource conservation. State agencies are directed to fund only those projects that are in compliance with these strategies.

Role of the Cabinet Committee on State Planning Issues, from Title 29, Chapter 91, Section 9101 of the Delaware Code.

1. Recommendations for the most desirable general pattern of land use within the State, in light of the best available information concerning topography, climate, soil and underground conditions, water courses and bodies of water and other natural or environmental factors, as well as in light of the best available information concerning the present and prospective economic bases of the State, trends of industrial, population or other developments, the habits and standards of life of the people of the State and the relation of land use within the State to land use within adjoining areas;
2. The major circulation pattern recommended for the State, including major routes and terminals of transportation and communication facilities, whether used for movement of people and goods within the State or for movement from and to adjoining areas;

3. Recommendations concerning the need for and the proposed general location of major public and private works and facilities, such as utilities, flood control works, water reservoirs and pollution control facilities, military or defense installations and other governmentally financed or owned facilities; and
4. Recommendations on land use planning actions that are subject to review and comment pursuant to Chapter 92 of Title 29 .

Local governments and counties in Delaware have been delegated the authority to manage land use planning and regulations within their jurisdictions. These local governments are essential partners in implementing these strategies and ensuring an efficient pattern of land use. The Delaware Code (Titles 9 and 22) requires that these jurisdictions all prepare comprehensive land use plans. These plans are reviewed by the State Planning Office, the Governor's Council on Planning Coordination (Livable Delaware Advisory Committee), and eventually certified by the State Planning Office or the Governor (Title 29, Chapter 91). The process, which has been embodied in the Delaware Code, ensures intergovernmental coordination by making certain that the state, county, and local governments are all planning together, and it provides the Council and Governor with recommendations on resolving disagreements.



Introduction

Why a 5 Year Update?

Comprehensive planning documents are a reflection of public policies at a particular time, and they require continual review, revision and refinement. This document updates the original Strategies for State Policies and Spending approved in 1999; shows progress made on Governor Minner's Livable Delaware agenda through 2003; and includes more recent data. The purpose of this document is to provide the basis for near-term spending decisions, to define long term development issues, and to assist local planning efforts. It should be periodically revisited — just as county and municipal plans are — to reflect demographic, economic and land use trends, and to analyze specific issues.



These strategies are based on a vision that extends at least 20 years into the future, but they should be updated every five years. Ideally, this review should be synchronized with county and municipal planning efforts, and with other state planning documents, such as the Statewide Long Range Transportation Plan, the Statewide Housing Assessment, and the State

Historic Preservation Plan. These reviews must address federal requirements such as those defined in the Clean Air Act Amendments and the Clean Water Act.

State, county and municipal planning strategies do not always perfectly align. State, county, and municipal governments address issues on different scales. These governments make spending decisions for different reasons, and they interact with taxpayers on different levels. Such differences do not indicate planning failure; but instead represent opportunities for more detailed discussions. These variations are some of the reasons a state strategy and map are needed.

Throughout the process, discussions with local governments resulted in numerous refinements to reflect actual uses of land and local knowledge of development constraints. This strategy will serve Delaware best if it is continually refined to reflect new data, to address emerging trends, and to respond to local planning decisions. To this end, the state is works with county and municipal jurisdictions to incorporate new data as it becomes available, and to focus on land use and infrastructure issues that might not be addressed at a statewide scale.